

Opposite Lock

December, 1999

The Thor Chew-Toy of the Oregon Rally Group

Vol. 1, No. 3

Murph on Tires

by Ken Murphy

TIRED of just watching rally on the TUBE? Want to SLIDE into the middle of Real Racing? Losing GRIP on those youthful dreams? Afraid of winding up in TRACTION from RACING an old, unsafe beater? Join the Oregon Rally Group! all your worries will BLOWOUT of the way. Run on the RIM of the canyon with the best and fastest rally drivers in the Northwest. Call 977-3188 for more information about Real People in Real Cars going Real Fast on Real Roads. Don't LUG around those silly concerns—call today! Or check out www.oregonrally.com.

Did you notice the theme of the previous paragraph? Yes, it was leading into a discussion about tires. There are a zillion options of available tires from which to choose. How do you make that choice?

If you intend to go over the national speed limit, you will need a tire of Z or H rating to be safe (I hate hospitals). If you use your car on gravel and dirt roads you will need an aggressive tread pattern. All-season snow tires usually work well on both gravel and pavement surfaces. Soft compounds of rubber tend to grip better in cold weather and hard-packed gravel roads, however they wear much quicker than the harder compounds. Use the "Thumbnail Test." Press the tread area with your thumbnail. If you leave a mark that slowly goes away, you are looking at real soft tires (Toyo Observes are the softest I've seen lately).

Sidewall stiffness may be just as important to handling and traction as tread and compound. Stiff sidewalls tend to slide sideways easier and more controllably than soft ones. The softer sidewalls tend to grip - slip - grip - slip repeatedly. In contrast, stiff tires may allow you to mash the throttle and steer through the corner. On the street, the shorter the sidewall, the better the grip. For pure off-road use, the opposite is true. Rallying uses lie somewhere in between. Too low a profile will lead to pinch flats. The tire is "pinched" between a rock and the rim until a hole is produced in the sidewall (which cannot be fixed). Conversely, too high a profile will make your twin-turbo 400 hp, coil-overed, Brembo-braked money pit handle like a waterbed racing on two inch caster wheels. I've found 55-60 profile to be a happy medium. 50 series tires are too firm and will flat. And 70 series tires are just too mushy for real competition speeds.

Hey, what a segué! Let's discuss those mysterious numbers on the sidewalls. 195-60/14 is the size I choose for my personal cash-chewer. The first number (195) is the width of the tire tread given

From the Prez

by Mike Nagle

I hope that all of your holiday plans are coming together. The holiday season can bring so much added stress to an already hectic schedule. You are receiving this newsletter because at some point you were in contact with activities organized by the Oregon Rally Group. We hope that you will consider including participation with rally events among your activities in the coming year. Many of us find it a great way to get away for a day or two and enjoy the outdoors, and fellow rally enthusiasts' company.

Our planning efforts are ongoing (I think that should be never-ending), and we have a need to hear from any and all who are planning on being involved, in any degree, with RallyCross, ProRally, and RoadRally in Oregon and Washington. Whether you are running, watching, volunteering, organizing, or are not yet actively involved, please take the time to contact one of our coordinators. Are you interested in, or know of someone experienced in or interested in, EMT or ham radio communications? Like scouting back roads? Enjoy the drive on a twisting northwest road? How competitive do you like to be? ORG rally activities offer all levels of participation and socializing.

Please save this list of ORG coordinators.:

Oregon Trail Rallymaster

Mike Nagle
(503) 244-8570
michael.nagle@ps.ge.com

Safety Coordinator

Rich Olmstead
(360) 574-8593
maryo@pacifier.com

Radio Network

Tony Dienstel
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Chief of Stage Controls

Chris Portal
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RoadRally Coordinator

Kevin Poirier

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November Minutes

Unapproved, from the November 18 ORG Meeting

Oregon Rally Group Monthly Meeting 11/18/99

In Attendance:

Matt Tabor, Chris Hale, Kevin Poirier, Todd Lengacher, Catherine Roso, Chris Portal, Tony Dienstel, Ben Bradley, John Teeter, Simon Levear, Mike Nagle, Janice Tabor, Bruce Tabor, Noah Third

Meeting called to order at 19:10

Simon presented a detail report. He is following up on outstanding expense issues. Other financial issues? None reported.

TSD Rally report:

Kevin and Monte's SCCA Gimmick rally had 14 entrants, including Forrest & Margaret. A red Ferrari participated. Simply written, trivia-type introductory event. More planned for next year as Sunday afternoon events. Target audience was Oregon Region SCCA members who don't rally on a regular basis. Reached an audience that they don't usually get.

Ghoul's Gambol: Bruce found out how easy it is to be devious. Most cars made it to the end of the event. Lots of cars got lost, then rejoined the rally at later points. At least one went straight to the finish.

December 15, 19:00 at Tabor's for CSCC organizational meeting. More dates to follow.

SCCA Calendar:

TRNT is on the schedule.

An SCCA National Road Rally Weekend is planned for the third weekend of May. A Trap/Tour combo are planned for Saturday, then a Tour on Sunday. Start by Portland Airport, finish Sunday afternoon back at the airport.

Treeline? Kristen Tabor drove. Kevin reports that the mileages were rubbery. Very twisty roads reported by Ben. Signage for Ben's turtle events. Ben's first finish in a SAAB.

Calgary Rally: Catherine went. Also had a rubbery book. Blizzard conditions on the commute, driving the Lancia. 30mph-70mph winds. Roads were ok. Tail wind helped commute home.

RallyCross report:

Loaner helmets? \$95 or so helmets are available. Simon says LaPlante has no new information. Old helmets are gone. LaPlante had basically scrounged his from classifieds. May not need more

than 5 or 10. More discussion at the RallyCross meeting. SCCA/Denver says M85 is ok for one more year. 2000 RallyCross schedule? Mike Nagle suggests Rose Festival event on first weekend of June for continuing exposure. Location for a June event? Rally Cross at Tillamook the weekend before Oregon Trail? Rally Cross following Mountains to the Sea at the finish location? NW Region is making no progress yet. RallyCross meeting December 2 at Tabor's. Purpose is to set classes, event schedule, ease some of the organizing details, firm up procedures and so forth. Need to determine status of automated timing facilities.

Newsletter:

Feedback? The newsletter is in today's mail. Need to get more contributions, Ben promises more timely production. Call for TSD/Pro articles, etc.

Oregon Trail Rally:

Ben has the floor, requesting reports.

Ben has talked to John McArthur, Kurt Spitzner. National is excited about the possibilities. May have many National competitors, tuning up for Rim in May.

Rally Master, Mike Nagle reports: two-day event, Saturday/Sunday. Longer day Saturday, start noon, finish in the dark. Short day Sunday. 65 and 30 mile events. First of the week, Mike met with Port of Tillamook Bay, who OK'ed a special stage at the Air Museum, Saturday and/or Sunday. Trask River Lumber needs to be worked around at the back of the area. Work a route around the taxiways staying off the main runway. 1-1.2 miles length for stage. 25% dirt, 75% crumbling blacktop. The Port had some experience with autocross there, but the surface got too rough for autocross. Forest roads applications are in now, waiting for full approval. Three road sections for each day have been laid out. Seven stages on Saturday, Four for Sunday, plus the super specials. One spectator area each day. Questions about environmental issues? ODF hasn't raised any yet. Service areas? Very compact route, centrally located. The Tillamook Chamber of Commerce has been hard to contact, because of timing of meetings.

Ben will bring the Oregon Trail '99 CER's (Competitor Evaluation Reports) to the next meeting.

Headquarters site? North strip mall in Tillamook?

Chief of Controls: Chris Portal

Stage Captains: Catherine Roso, Diane Duran? Robert Mahony?

Chief of Communications: Tony Dienstel

Kevin reports that Todd Terp will talk to McMinnville Hams

Spectator Coordinator: Forrest? Deb Brusius, Tina's friend, wants to help out, do spectator instructions perhaps.

Chief of Emergency Services? Kevin Needham and Will Coker, Tualatin Valley Fire and Rescue? Todd Lengacher will try to drum up support as he makes his rounds at the TVF&R stations.

Chief of Press/Promotion: Mark Tabor? Press releases

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Murph on Tires

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in millimeters. The second number (60) is the height of the sidewall as a percentage of the tread width (60% of 195 mm, or 117 mm). The third number is the size of rim the tire was made to fit (given in inches). Most radial tires are numbered in this manner. I guess bias ply tires don't have manners; these archaic old rubber rings use a code some folks are still trying to unravel!

Michelin rally tires also use a seemingly un-decipherable code. After months of sweat-spawning, all-night, pizza and coffee-fed brain-wrenching sessions at the control center of the ORG's Cray super-computer, here FINALLY is the key to one of the great mysteries of the twentieth century. 15/65-15 L/F. The first number is the width of the tread pattern on the road, given in centimeters. The second number, also in centimeters, is the actual height of the tire when mounted, at pressure, on a wheel and on a car. Neat, huh? The third number is the proper rim size in inches (why didn't we just go metric in the 70's like the U.S. government spent millions to do anyway? Aargh!). The letters that follow the numbers designate the tread style. L/F (loose and fun in my book) are probably the most versatile ones, as they are good for gravel, hard-pack, sand and mud.

Several compounds are available for all the Michelin rally tires. Lower (3-4-5) numbers are the softest, and may need to be changed after every stage. Higher (7, or 40-50-60) numbers are the harder and more durable (read: economic) choices. Strange... The Michelin rally tire for snow/ice use is really narrow! Hmm... Must increase contact pressure, thereby creating improved adhesion to icy surfaces and allow increased penetration into the soft, yielding material... Sorry, got a little too into the subject!

Next month: Horsepower— friend or foible?

Happy Motoring!

November ORG Meeting Minutes

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Chief of Sponsorship: Rob Mahony? Marketing proposal? Tabors will develop a package

How to slice up the job?

Sales vs information dissemination

Chief of Scoring? Lynn Needham? Monte Saager?

Registrar: Navonne Waterhouse?

Chief Scrutineer: John Elkin? Towing place in Tillamook, near KFC?

Treasurer: Simon? Simon wants a refund policy

Logos/awards/shirts: Catherine offered to help with trophies, etc. Costs are not significantly higher than for Club for a 60% national.

Awards coordinator?

Finish banquet?

Fairgrounds available Sunday? Grange halls?

Service coordinator?

Tentative budget will be available for the next meeting

Kevin reports that a trailer is available for reconstruction into a start ramp. John Teeter has a friend who may be available for the welding.

Update of Oregon Trail 2000 on the web site. Can Mika get it caught up? People need to get information to Mika for inclusion.

Rally car storage will be available at Kevin's between Doo Wops and Oregon Trail.

Ben has photos coming from various sources for shirts and awards.

Perhaps prepare line art for printing, much easier to have printed on shirts and trophies.

Nominations for offices: Ben nominates Chris Portal for secretary

Nominations for president? John Teeter may be cajoled into the office of president. We'll see.

Clatsop Forest recreation plan is currently under review, we are on their newsletter mailing list. Public input is being taken at a meeting series, we are trying to make contact and attend these meetings. The next meeting is December 1 at Astoria. Mike went to one in Jewell. Mostly local concerned citizens were in attendance. No other organized groups of recreational users at that meeting. Generally positive atmosphere.

NW Region Rally Meeting report?

NORPAC Schedule: October event in Oregon?

Simon is still pursuing Mt. Hood National Forest

Gifford Pinchot National Forest might be a possible area

Next ORG meeting 12/16/99

Pearson Air Museum in Vancouver WA is hosting the SCCA Oregon Region annual banquet this weekend.

The NORPAC Divisional Conference is January 8-10 at Harrah's in Reno.

Submitted by Chris Portal

From the Prez

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RallyCross Coordinator

John Teeter

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ORG Membership Coordinator

Ken Murphy
(503) 977-3188

General Information

Tabor Rally Hotline
(503) 655-6851

Feel free to contact those that you would like to help you to expand your rally experience. Contact them now to gain the most opportunity as we start the coming millennium.

RallyCross Meeting

John Teeter's Minutes, December 2 RallyCross Meeting

At the ORG meeting on 10/21/99, the subject of various RallyCross rules/changes was brought up. It was agreed upon that there would be a separate meeting called/led by John Teeter to discuss future ORG RallyCross rules/regulations. The proposals would be then brought to the December 16 ORG meeting for discussion and ratification.

The date of this meeting was December 2, and the following is the unapproved minutes of that meeting.

In attendance: John Teeter, Ken Murphy, Ben Bradley, Simon Levear, Kevin Poirier, Mark Tabor, Matt Tabor, a few other members whose names I didn't catch.

Expected outcome: Set up a list of proposed regulations that will be supplemental to the SCCA RallyCross guidelines so that one Oregon RallyCross is run similar to the next. We will also discuss the possibility of having a series-long championship for RallyCross in Oregon. We need to learn from our mistakes/successes and document them so we don't do them again.

Meeting Minutes

Series vs. One-off:

The proposal from the group is to run a Oregon Region RallyCross series. The series for 2000 will only incorporate Oregon Region RallyCrosses. In the future, we would love to include the NW Region, etc, however, it was felt that at this time there was no buy-in on a set of shared rules, or a clear schedule for next year from other groups. It was also brought up that we need to promote the RallyCrosses as a series.

Specific RallyCross items:

Classes:

The proposal here is to increase the number of classes at Oregon

RallyCrosses from 4 to 6. The classes/changes would be

Truck/SUV: No change. Any/all modifications allowed.

Group 5: Engine modifications/size allowed as defined by SCCA Rally guidelines for Group 5. 2WD. Rally/Snow/Mud tires allowed.

Group 2: Engine modifications/size allowed as defined by SCCA Rally guidelines for Group 2. 2WD. Rally/Snow/Mud tires allowed.

Open: Engine modifications/size allowed as defined by SCCA Rally guidelines. 4WD. Rally/Snow/Mud tires allowed. No turbo inlet restrictors required.

Production: Very limited mods over stock as defined by Production class guidelines. 2WD with engine displacement allowed by SCCA Production class guidelines. All-weather/summer tires allowed.

Production GT: Very limited mods over sock as specified by ClubRally production GT rules. 2WD/4WD with engine displacement allowed by SCCA Production class guidelines. All weather/summer tires allowed.

The classes will be competitor-policed, in other words competitors will be responsible for ensuring their peers are in the right class.

Ken Murphy will be attempting to put together a list of tires (or a scrutineering method) that will clarify the definition of what is an all-weather/summer tire vs. a rally/mud/snow tire.

A protest steward will be elected for 2000 Oregon RallyCrosses.

Water truck management:

Proposal: Fairness of water truck management can be handled in other ways than changing how the water truck is used (smaller classes running together, tossing one run, etc...). The water truck is a MUST HAVE to put on a RallyCross due to dust and course degradation. The "mud runners" will be eliminated for 2000 as it was felt by the group that they did not aid in helping the water soak into the ground in 1999 when we ran with them. It was felt that if we allowed the water to soak in for the time that the mud runners were running, the water would have more benefit.

Grid order:

Proposal. All people in the same class MUST run one after another. The grid setup will have to be modified to allow this (sideways parking of multi-driver cars). Car number plaques will be required to have the class designation on them(G2, G5, O, P, PGT, TK)

1 event per day vs. 2:

Much discussion.....

The proposal is to have 1 "event" per day. The event shall be broken

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RallyCross Meeting Mintutes

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up into to two parts. In the morning, half of the cars (based on class) will be required to be at the race and work, and in the afternoon the other 1/2 of the cars will be required to be at the race and work.

You will not be required to be at the race site unless your class is running that session. I.E., if your class is in the "afternoon" session, you will not be required to be there until the registration period for the afternoon event.

For example:

Group 2, Production and truck/SUV are designated to run in the "morning event." Drivers in these classes show up for the registration for the "morning" event.

Group 2 drivers work the course while Production and Truck/SUVs run the course. They then swap positions.

In the "afternoon event" Group 5, Production GT, and Open cars are designated to run. Drivers in these classes show up for the registration for the "afternoon" event.

Group 5/Open drivers work the course while Production GT runs. They then swap positions.

After all the classes have run, there will be "fun runs" for PEOPLE WHO HAVE COMPETED ALREADY THAT DAY at \$2 a run. The people who participate in the fun runs MUST also assist in "cleaning up" the site when the event is considered "over."

The classes assigned to the morning/afternoon event will be swapped every other RallyCross.

Series points:

The proposal is to use the standard ClubRally points scheme to calculate the series points.

Seeding:

Proposal: There will be no seeding for ORG RallyCross events in 2000

Pre-entry:

Proposal: There will be no pre-entry for ORG RallyCross events in 2000.

Timing system to be used for 2000:

Much discussion followed...

Proposal: Attempt to work with electronic timing system we have. Try to get a better understanding of the IR trip system and its limitations/abilities. It was felt that the system could be made workable with a little more thought/set up of the course at the beginning/end...i.e. really tight sections with LOTS of cones to slow people down so the trip system could be put closer to the actual course. It was felt that if this system could NOT be proven reliable BEFORE the first RallyCross of the season, then stopwatches

would be used exclusively for the ALL of the 2000 Oregon RallyCrosses.

Number of trophies:

Proposal: It was decided that we would create more "generic" trophies that could be updated the day of the event and that we would go to a "percentage" based trophy number. 30% was agreed upon. That breaks out to...

<3 cars 1 trophy

<6 cars 2

<9 cars 3

<12 cars 4

<15 cars 5

Course designer/people who setup course being in running for trophies/points:

Proposal:

The course designer is free to run the event for trophies and points.

People who set up the course but DO NOT run the course at speed are allowed to run the event for trophies and points.

People who run the course at speed are NOT allowed to collect trophies or points. There was some discussion of trying to develop a "organizer" point system where the person who runs through the course the night before would receive some number of series points for forfeiting the right to compete and collect points.

Number of runs:

Proposal: The ORG will strive to enable 4 runs for every competitor.

Registration rules:

Proposal: There will be clear beginning and end times for registration.

Documentation/enforcement of "rules" ...mission statement?:

Proposal: John Teeter will document the "rules" developed in this meeting, and all changes made in subsequent revisions until the beginning of the season, or once a RallyCross chairman is elected.

Toss one run:

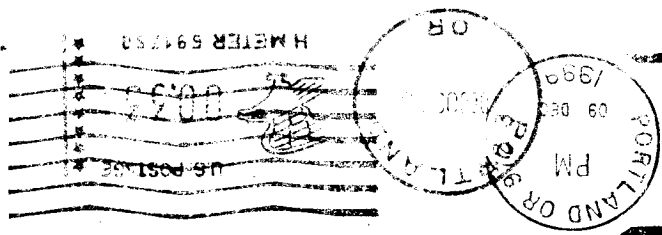
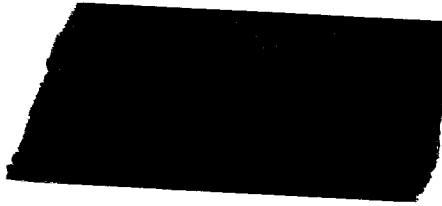
Proposal: At all 2000 Oregon Region RallyCross events, competitors will have their slowest time dropped.

Parade Lap:

Proposal: At all 2000 Oregon Region RallyCross events, all competitors will be allowed to take a parade lap TOGETHER (one big chain of cars), led by a RallyCross official.

Tech/Scrutineering:

Proposal: Discussion must be had with the Safety Steward about allowing competitors to tech their own cars. It was agreed that most people with some mechanical ability could cover the points a car should be checked for to compete in a RallyCross (battery tie down, tire pressure, seat belts, loose stuff in trunk, suspension tightness).



Opposite Lock
c/o Oregon Rally Group
P.O. Box 82443
Portland, OR 97282-0443

Upcoming Events

December 9 NW Rally Meeting Tumwater, WA
December 9-12 Ramada Express Rally Laughlin, NV
December 15 CSCC TSD Rules Mtg. Durham, OR
December 16 ORG Meeting Durham, OR
January 7-9 NORPAC Roundtable Reno, NV
January 28 Worker Party/Awards TBA
February 12-13 Doo Wops I & II Olympia, WA
February 26 CSCC TSD Rally School Tigard, OR

OREGON RALLY GROUP

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Next ORG Meeting:
Thursday, December 16
7:00 pm, Tabor Central
Durham, OR



Pat Richard and Claire Chizma take the Brockaway Yump at the 1999 Lake Superior Rally (photo by Jerry Winker)